

# BREEZY PICKUPS OF CURRENT HAPPENINGS IN AUTO WORLD

## Early Massacres of Indian Hordes Recalled by an Automobile Tour Through Historic Maumee Valley



TURKEYFOOT ROCK,  
An Old Indian Shrine.

Auto Affords Easy Access  
to Points of His-  
toric Interest.

Spots Made Memorable by  
Daring Escapades of  
Antony Wayne.

On a cold blustery night a crowd of irrepressible automobile enthusiasts had gathered close around an imitation log fire, in the chambers of the Toledo Automobile Club, getting thoroughly warm before starting out to meet the New York to Paris racers as they came through Toledo.

The short drive down town from the various garages promised the autoists a cold trip, and, weatherbeaten as they were, they were preparing carefully for a hard run. Stories of all sorts of trips and tours were in the air, most of them in the nature of exciting trips and trips attended with considerable hardship, when one of the officers of the club—a Wayne enthusiast—determined to take their attention from the hard weather with the following story:

Starting in the early morn from Detroit for Toledo, for a trip around the historic Maumee valley, the lumbering old stage coach used to travel. We bowled along over historic ground, where every foot has a story to tell, but never pausing until we reached the point for which we started, the "bloody ground" of the Maumee valley. Here we drove the big machine, reveling in the historic scenes and posed in our best attitudes for the pictures, which our photographic friend was determined to preserve as mementos of the trip.

A dinner at a famous Toledo hostelry put us in good trim, and it was with every sense alert that we started along the beautiful river road toward the scene where history was made.

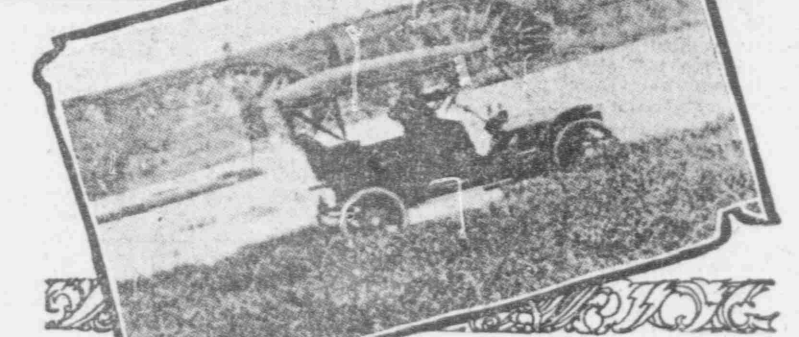
We reach the first point of interest—Fort Miami. "Bloody ground," it may well be called, for here the great Pontiac hurled his Indian hordes with savage fury, here Nicholas plotted, Tecumseh plundered and ravaged, and the impetuous Blue Jacket occasionally practiced his braves in the arts of war and treachery; here Tecumseh Harrison won much of his undying fame, were the gallant Dudley and his men were massacred, and here the "sleepless" chieftain of the whites dashed with his soldiers into victorious battle.

It was on the exact spot where Fort Miami now stands that the first white man to penetrate the fastnesses of the Ohio country, Gabriel Godfrey and Baptiste Beauregard, stationed their trading post away back in 1680. This post was maintained until 1746, and then abandoned, as the relations between the Indians and the French had become strained, and the French governor complained that the "Indians roasted at their French prisoners."

In 1794 came the daring Wayne, and Fort Miami again became a military post. Nine days before the battle of Fallen Timbers came five of Wayne's intrepid scouts, among them Wayne's famous scout whose blood was drunk and his heart eaten by his Indian captors, at Chicago, a few years later, to secure information of Indian intents and knowledge. Daringly they entered the Indian camps at Fort Miami and other points, posing as Indians come from a great distance to take part in the impending battle.

They took several prisoners, and started for Wayne's post at Fort Defiance, when suddenly the suspicions of the savages were aroused. Alert as a fox, Wells detected the first symptom of distrust among the enemy, and firing his pistols into their midst was off at full gallop, followed by his four trusty lieutenants. Wells was shot through the shoulder, but an escaped except May, a young man who until a short time before had lived among the Indians. He was forced upon a flat rock in the Maumee river, where his horse slipped and fell, and he was captured. Two days later he was burned at the stake just outside of Fort Miami.

Reaching the village of Maumee we drove first to the old courthouse, where justice in Wood and Lucas counties was first dispensed. This antique structure is now deserted and of value only as a relic. Upon this spot occurred the bloodiest and most disgraceful of Indian massacres. It was during the siege of Fort Meigs, when General Harrison and Tecumseh were trying out the final issues in the war of 1812. Colonel Dudley, with a troop of gallant men, rode



Wayne Car Washing Mud Off Tires by Running Along Edge of Grand Rapids in the Maumee, Just Below Rouché de Bout.

out from Kentucky to the assistance of the sister State.

Being volunteers and unused to discipline, a brief victory went to their heads, and intoxicated with delight, throwing caution and command to the winds, they rushed pell mell into an ambush, where, cut off and surrounded by British and Indians, escape was impossible. Here with helpless men at their mercy the Indians massacred in cold blood the entire troop of 1,200 men, not over a dozen escaping to tell the tale. Women and children assisted in the wild orgy of blood, hundreds and hundreds of scalps were taken, men ran the merciless gauntlet, and, it is said, that not a foot of this ground from this spot to Battery Hill, two miles distant, but ran red with blood.

Then we passed on to an eminence overlooking the river with Fort Meigs in the distance. Here stands a giant elm, upon which, during the siege of Fort Meigs, an Indian brave perched himself and carefully picked off the soldiers who came to the river for water. Under it also our photographic friend insisted upon taking our pictures, and beneath its towering branches, even our big Wayne Thirty looks like the toy of a child. Near it stands the old Walcott

Mansion, which was the first frame residence to be erected this side of Detroit. On to the last of the landmarks which was to claim our attention at this place, we went to Rouché de Bout, a tiny island of limestone, covered with cedars, and famous as a council ground of the Indians.

At Rouché de Bout, after the battle of Fallen Timbers, Wayne tried by court-martial and sentenced to be hanged the Canadian Antoine Lassalle, who was captured, painted and disguised as an Indian. The gallows tree was erected, when, at the intervention of an officer, who happened to be a friend of the Canadian Wayne, suffered him to go free. Afterwards he was permitted to open a trading post at Fort Wayne, but this old fellow frequently clasped his fingers about his neck jokingly as he told how near he came to a hanging at the hands of Wayne.

Returning to Toledo for repose, we tried to fancy the return of the dauntless "chief who never sleeps" after his triumphant victory to his camp at Defiance, when he put all this land to the torch, and his way was marked with lights of burning villages and corn fields, and the smoke of the dying conflagrations, for in this manner did Wayne seek the aid of grim famine to restore peace to his community.

## COMMENT AND GOSSIP OF MOTORING TOPICS

Nothing so clearly demonstrates the position the auto trade has taken in the business interests of the country than the legislation which is being directed toward the regulation and restriction of motoring traffic.

The close of the legislative season will mark some epoch-making revisions of the code. At least of these is the Federal license bill, which has attracted national attention and which will be given a hearing before the Judiciary Committee of the House of Representatives this week. Seldom have the representatives of any trade interest rallied so unanimously to support of a proposition as in this instance. Another feature of the fight was the masterly campaign planned and waged under the auspices of the A. A. A. The matter has been brought to the attention of autoists from coast to coast and the National Association has enlisted the support of practically every local and State organization in the country.

The Washington Auto Club, from its location at the seat of operations has had a chance to bear the brunt of the fight and has, perhaps, done more toward the cause, in the way of disseminating information and personal appeal to legislators, than any other one club. Most surprising of all is the fact that so little opposition has developed toward the measure. It was hardly to be expected that the bill would not be the result of a misunderstanding of the provisions of the bill, which is designed particularly to do away with this very nuisance and requires only that a car owner comply with the license requirements of his own State.

A wave of reform in the direction of good roads or vital interest to motorists, and especially the touring enthusiasts,

is receiving more attention than ever before.

Two bills now pending before Congress are of moment to District auto owners. The appropriation asked for by Senator Daniels of Virginia to build a boulevard from this city to Alexandria and Mt. Vernon by using the funds of a long standing debt owing to the Commonwealth of Virginia by the Federal Government, is likely to be granted by present indications. If so, Washington will be assured of one of the finest speedways in this country, both from point of road construction and picturesque scenery.

The passage of the other bill, to macadamize Bladensburg road from Fifth and H streets to the District line, is practically assured and the construction of this stretch will probably be completed by the time work is over on the magnificent boulevard from the District line to Baltimore city.

The New Jersey Legislature has broken forth on its annual rampage against autoists and it is proposed to add a high tax on the long suffering motorists of that State on the basis of the horsepower of their machines.

Senator Joseph S. Frelinghuysen, the patron trouble vendor of autoists, and whose name has only failed to become known in the chauffeur's compendium of profanity because of its length, is the author. He has tempered his offense this time by introducing measures intended to benefit the scheme and drivers of horseless vehicles which have been generally overlooked. In addition to boosting the registration fees the Frelinghuysen amendments make it a misdemeanor to spread tacks or other tire cutting substances on auto roads and require all vehicles to carry lights at night.

The bill is being bitterly fought by Jersey autoists, under the leadership of

## DISASTER STARES DARING DRIVERS IN COMING RACE

Daring drivers who will pilot cars over the Westchester country course in the race for the Rialcliff trophy April 24 declare that the route is one which will give contestants many opportunities to defy death. Sharp turns and hills with "thank-you-ma-ams" will add thrills to the contest.

Barney Oldfield, who will make his first appearance in a road race, insists that the contest will test the skill of the greatest American drivers. Oldfield has had several hairbreadth escapes in races on tracks, but he welcomes the chance to prove his ability in a contest which will give him innumerable opportunities to display quick thinking powers and fearlessness.

### Go Over Course.

Several drivers went over the course recently in the company of Tom Moore, secretary of the Automobile Manufacturers' committee. Michener with the Lozier, Murphy with the Maja, Frank Lescault with the Simplex, George Robertson with the Panhard, and A. V. Nielsen, with the Hot-Tan, were in the party. The object was to point out to the contestants the difficult spots that they will have to negotiate in the course of the race. At every difficult corner each one of the drivers practiced making the turn.

Michener, in commenting on the route, said: "The course is of such a difficult character that drivers will need all the practice attainable to give a suitable account of themselves on the day of the race."

### Thrilling Spectacle.

Murphy, the driver for John J. Brown, furnished a thrilling 25-lap passing Hawthorn Corners, when at a clip of forty miles an hour the car made a complete circle, skidding over the fly ground, and but for the expert management of the machine a collapse would have been inevitable.

In front of the site of the grandstand some changes were made on the road. The approach is by a short curve, which taken at speed will furnish many interesting sights to the spectators. "If I miss the kitchen of that home," said Driver Robertson, pointing to one of the cottages, "it will be because my car stays under me until the finish, but I will show you what I think some of them will do." With the powerful motor he swung down the road at a fifty-mile-an-hour clip and passed within a few inches of the front door of the cottage.

W. P. Crooby, chairman of the legislative committee of the Associated Automobile Clubs of New Jersey.

Only in recent years has any degree of science been bestowed on the building of good roads and it promises to be years before the average county road commissioners can be educated up to the fact that water breaks are unnecessary.

But the Good Roads Bureau of the Department of Agriculture is doing heroic work in that direction. The latest triumph is a stretch of highway in Wisconsin, which is said to be progressive in this particular, built under the supervision of Federal engineers.

The example of Wisconsin in appealing to headquarters for competent advice is worthy of emulation by States which are sinking money in roads which, owing to inadequate drainage, or poor construction, will have to be replaced within a few years. The Wisconsin stretch is said to embody the latest principles on the subjects of a firm bed and absolute drainage.

Since the lateness of a majority of the dealers in receiving 1908 models made a midwinter auto show impracticable, local agents are turning their attention to the prospects for a spring competition as a means of bringing the automobile before the public.

An endurance contest, similar to the Sealed Bonnet Contest last September, but longer and more rigorous, has been suggested. Others warmly endorse a Benning race meet which shall be under the supervision of the local club.

If the Washington Automobile Club would secure a sanction for such an event," remarked a dealer last week, "and if some official of the club would act in technical matters, the organization of a board to promote the contest would be comparatively easy. If one or two non-partisan business men, a representative of the dealers, and some expert competent to intelligently classify the entrants, would get together the race would be easy. I think the Washington dealers are game and if they were sure that their machines would compete against cars of the same class there would be no difficulty in obtaining entries."

The proposition seems to appeal to the sporting blood in most of the agents and those who are propagandized on the subject heartily indorse the scheme and signified their willingness to place one or more cars in competition.

### ARE YOU INTERESTED?

We'll be glad to take you out any time for a 50 or 100-mile run to "show you" that the Mitchell is the best and most economical American Automobile value.



We'll prove to YOU there is no better car at any price—taking into consideration style, finish, construction, value, and performance—than the Mitchell. Call us up, Main 5356, and say when you are ready to be shown. We'll bring a car around and take you out.

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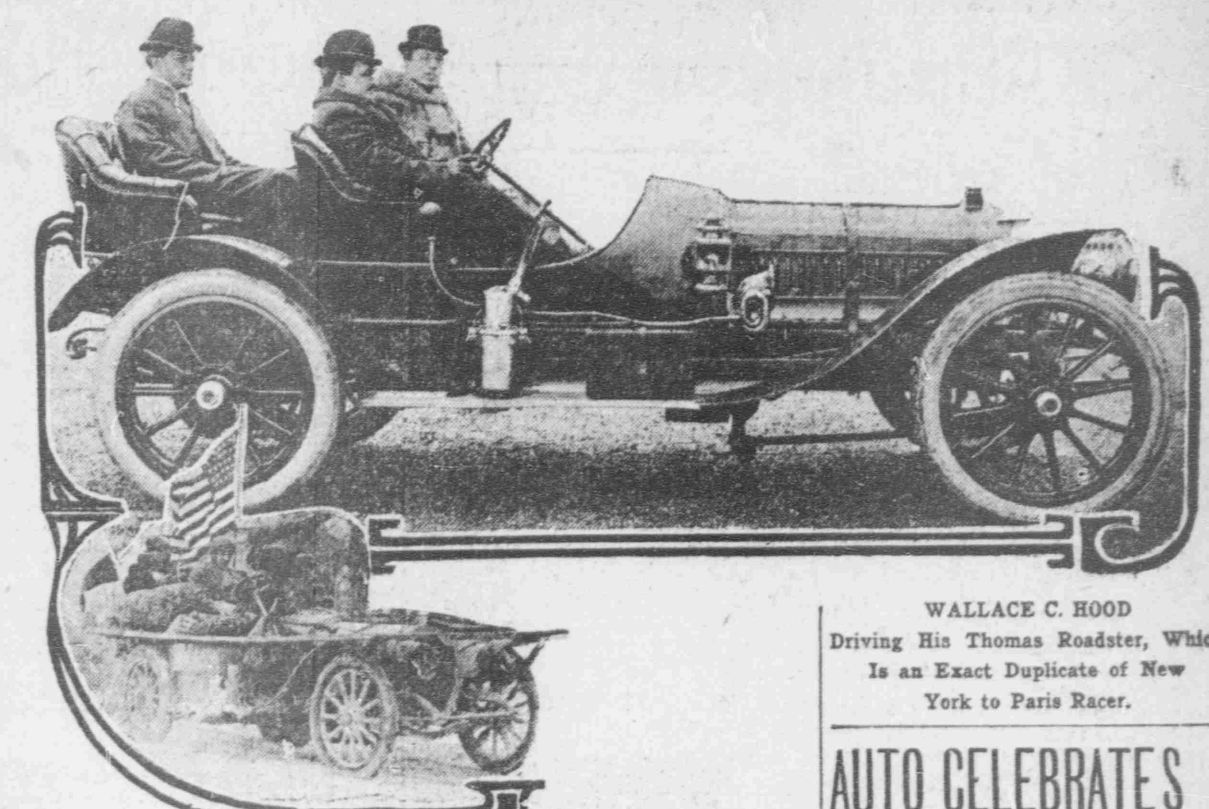
### The Dewey Garage

OUR PLANT is equipped with a view to caring especially for High-Grade Automobiles.

ONLY first-class mechanics employed, and all work done under personal supervision.

1319 L Street N. W.  
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## A Car That Is Making Good



THOMAS FLYER

Entered in New York to Paris Race. A Regulation 4-70 Roadster, a Stock Car With No Special Features or Equipment.

## GLEANINGS FROM LOCAL AGENTS AND DEALERS

Motorcyclists of the District are casting about for a design for a uniform motorcycle suit bearing the number required by law.

Until about three months ago cyclists were allowed to attach their numbers in any way they saw fit, but this led to such confusion that in December a uniform license was issued. This was found too large for convenience when attached to a motorcycle and met with a storm of protest.

At the request of a body of cyclists it was decided to alter the design at an early date and suggestions are in order for a uniform tag which can be attached to all makes of cycles.

One design which has met with decided favor among those who have seen it is on exhibition at the T. N. Mudd agency on New York avenue. Several designs have been submitted, but the one which looks to be the most practical is a small tag carrying a plain number. The cyclists are determined that a suitable license shall be adopted this trip and have asked that all samples be submitted to Mr. Mudd. A meeting will be called in the near future to consider suggestions and to draw up a petition asking that the favorite one be adopted.

Henry Goodman, of Indianapolis, was in town last week in the interest of the Pope-Waverly factory.

Mr. Goodman has just completed a tour through New England and New York State, and reports business excellent in the electric line. The prospects for strong sales are unusually bright.

The Pope Auto Company, of this city, placed an order for twenty cars to be delivered in the near future. The consignments will include victorias, Stanhopes, and runabouts.

Among the purchasers of Fords last week were Dr. Luther Reichelderfer, of 136 P street, and V. A. Danzenbaker, of 1111 Fourteenth street. Both bought model 8 runabouts.

R. W. Sackett, of the Matthewson firm, New York city, was a visitor here last week.

A Franklin 28-horsepower runabout left the factory last Saturday in a box car over the Delaware, Lackawanna and Western for Baltimore. At Messengersville, N. Y., not far from Binghamton, the axle of one of the freight cars broke, and all of the cars behind it in the train were thrown off the track. The car in which was the Franklin bumped up against a string of freight cars on one side and then caromed across the track and collided with a house on the other side. The force of impact drove a large section of weatherboarding right through the end of the car, tearing a great hole in it.

That no car in this city has yet equaled his 1,000-mile non-stop run, and that no car can do it are two propositions upon which John A. Lutz stands pat.

"I still claim, despite the non-stop engine runs which have been pulled off here and in Baltimore recently, that my feat of last spring, when I put my Olds-

mobile through an actual road test of 1,000 miles running, has not been duplicated, and the performance stands as a record. I am willing to repeat the run when occasion demands."

W. G. Reed, who has been connected for several years with the Government at Washington as consulting and designing electrical engineer in the Navy Department, has been at the home plant of the Elastic Tire Filler Company, at 42 Church street, Boston, for the past week, making ready for shipment a filling plant which he will run in Chicago, having arranged to control a large Western territory for Elastic Filling.

Mr. Reed will leave for Chicago this week and expects to have a plant and office sales rooms on Automobile row, Michigan avenue, Chicago. This will give the Elastic a prominent representation in the Western center. As soon as possible Mr. Reed expects to establish filling plants at other Western points. Although Mr. Reed will run these as his own business, the Boston company will have the benefit of his consulting and construction services in the installation of other plants throughout the country.

One Lozier and two cars of Electrics arrived last week at the Dupont garage.

A Gary Carter, president of the Carter Motor Car Corporation, has been in Detroit and other automobile manufacturing towns for the past several days, looking after machinery and materials for the automobile plant at Hyattsville, Md.

The concrete floor of the first building of this plant is being finished and will be in condition to permit the placing of machinery in the building within a week or ten days.

At the offices of the company in the Munsey building it is stated that a number of engines and other automobile parts are being built under contract and will be shipped to Hyattsville as soon as the floor of the building is in condition to work over. It is also stated that it is the intention of the company to complete several types of cars as soon as the materials and machinery are received. Special attention is being given to a small high powered runabout which will be sold at a very reasonable figure. This type of car is

WALLACE C. HOOD  
Driving His Thomas Roadster, Which  
Is an Exact Duplicate of New  
York to Paris Racer.

## AUTO CELEBRATES TENTH BIRTHDAY EARLY IN APRIL

NEW YORK, March 7.—It is only ten years since the advent of New York's first automobile.

Twenty-two thousand of the horseless vehicles, self-propelled, steam, electric and gasoline are now in daily use in the streets of the city, and they range from the eighty miles an hour racing car to the mighty brewers' sure and steady beer truck.

New York has paid \$4,000,000 for her 22,000 motor cars, and Broadway, from Fort-second street to Columbus circle, is lined on both sides of the way with the splendid saloons and warehouses of the automobile dealers.

The tenth birthday of the automobile in New York is going to be made the occasion for the most remarkable celebration the city ever witnessed. It will fill the whole week from April 5 to 11, inclusive, and the Broadway "automobile district" will fairly blaze with decorative bunting by day and glare by night in the display of a million electric lights. There will be parades, races, hill-climbing contests, an "automobile dinner," and other features which will make it the most memorable birthday celebration New York ever saw.

The carnival, held in the very heart of the greatest city in America, will take the place of the annual show at Madison Square Garden, and it is a good guess that everyone of the 2,000 motor cars will gather from the five boroughs into Broadway for the occasion.

to be one of the first turned out at the Hyattsville factory.

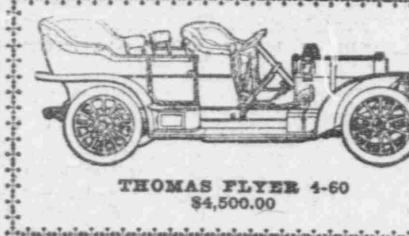
Telegrams received last evening state that at noon the Pullman car which is running a match race with a Studebaker from Philadelphia to Savannah was twelve miles from Frederickburg.

At 2 o'clock the Pullman left. Frederickburg in good condition, ahead of the Studebaker.

On Wednesday the Cook & Stoddard Company delivered to John Clapp, 1024 Connecticut avenue, a 1908 Franklin six-cylinder seven-passenger touring car. This is the third Franklin that Mr. Clapp has purchased from the local agent.

Word received last week by Cook & Stoddard from the H. H. Franklin Company promises the early shipment of a 1908 six-cylinder Franklin for Joseph Falconer, 1602 B street southeast. Orders have also been taken for a model 2 runabout, for William Bullinger, 284 Tilden street.

This purchase will make the ninth automobile owned by Mr. Bullinger, who has owned, the last three being Franklins.



THOMAS FLYER 4-60  
\$4,500.00

Thomas  
Flyer

IN the great New York to Paris race again demonstrates its ability to "make good" as it has always done. It also demonstrates that the car is built right and stays right even under the most trying conditions. The car being driven by Montague Roberts in this great race is absolutely a stock car just like the car we would deliver to you should you decide to buy a Thomas Flyer. We have an exact duplicate of the New York to Paris Car in our salesroom and would be glad to demonstrate to you by appointment.

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\$2,750.00